

In re Application Of:

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P. B. Aspengren

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IN THE SPECIFICATION:

Please amend Paragraph [0016] as follows:

[0016] According to another aspect, there is provided a side bearing assembly adapted for insertion into a pocket defined by a walled receptacle provided on an upper surface of a railcar bolster. The side bearing assembly includes a spring and a walled housing defining a cavity or recess extending therethrough and open at opposite ends, and a spring having a first end for abutting against a portion of the upper surface of said railcar bolster, and a second end, axially spaced from the first end. The body member is configured to fit within the walled receptacle on the upper surface of the bolster. The side bearing housing and walled receptacle define a pair of confronting surfaces disposed to opposite sides of an axis defined by the side bearing assembly. The side bearing assembly further includes an apparatus operably engagable with the walled receptacle and the side bearing housing for operably securing the housing against movement relative to the railcar bolster. A cap is arranged at the second end of or friction member overlies one end of and transmits loads to the spring. The cap is mounted for reciprocatory guided movements by and relative to the housing, with a generally flat railcar body engaging portion on the cap being positioned relative to the housing and the walled enclosure by the spring.

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Please amend Paragraph [0018] as follows:

[0018] ~~The In one form, the apparatus for operably securing the side bearing assembly housing relative to the railcar bolster furthermore preferably includes spacers or inserts for locating and securing the side bearing assembly within the walled receptacle on the bolster. In one form, the walled housing of the bearing assembly and the walled receptacle on the bolster include a pair of confronting surfaces disposed to opposed sides of an upstanding axis defined by the bearing assembly. One Preferably, one spacer is insertable into each opening between each pair of confronting surfaces so as to locate and secure the side bearing assembly housing within the walled receptacle on the bolster.~~

Please amend Paragraph [0020] as follows:

[0020] According to another aspect, there is provided a side bearing assembly configured for accommodation in a rectangularly shaped, open top receptacle projecting from ~~a on an upper surface of a railcar bolster. The receptacle has a pair of spaced side walls and a pair of spaced end walls. The side bearing assembly includes a spring with a first end adapted for abutting engagement with the bolster, and a housing having wall structure defining a cavity extending therethrough wherein the spring is accommodated. In a preferred form, the housing wall structure extends circumferentially about the spring has a generally rectangular shape including~~

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two sides and two ends, with each side and each end being disposed to opposite sides of an axis defined by the side bearing assembly. The generally rectangular shape of the housing loosely fits within the open top receptacle on the railcar bolster. A cap is positioned by and overlies a second an end of said the spring. The cap is guided for telescopic movements relative to the bearing housing and includes a generally flat portion defining an upper extreme of the side bearing assembly following insertion of the side bearing assembly into operable combination with said railcar bolster. An apparatus is furthermore provided for positively securing and positioning the side bearing assembly housing relative to the railcar bolster.

Please amend Paragraph [0021] as follows:

[0021] In one form, the railcar side bearing assembly has a measurable distance ranging generally between 2.5 inches and 4.5 inches between an upper extreme of the side bearing assembly and the bolster surface after the bearing assembly after is accommodated in the receptacle on the bolster. Preferably, the spring is configured such that an upper portion of the bearing assembly is positioned above an upper extreme of the walls of the receptacle on the bolster as long as the side bearing assembly spring is in an uncompressed state and when initial loadings are directed against the side bearing assembly during operation of the railcar on which the side bearing assembly is arranged in operable combination.

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Please amend Paragraph [0024] as follows:

[0024] In one form, the side bearing assembly defines an axis extending generally normal to the surface on the bolster adapted to be abutted by the first end of the spring. In its preferred form, the wall structure of the bearing housing has a generally rectangular shape including two side walls and two ends walls. Each side wall and each end wall of the bearing housing wall structure is disposed to opposite sides of the side bearing assembly axis, and wherein the generally rectangular shape of the wall structure of the bearing housing loosely fits within and is surrounded by the receptacle on the bolster. The end walls ends of the side bearing housing and the end walls of the receptacle on the bolster define a pair of confronting surfaces disposed to opposite sides of the side bearing assembly axis. Each pair of confronting surfaces has at a surface portion inclined with respect to the other surface such that the surfaces diverge away from each other as they extend away from said the upper bolster surface adapted to be engaged by the spring whereby defining a wedge-shaped opening therebetween. In one form, the apparatus for positively securing the side bearing assembly to the upper surface of said bolster includes spacers or inserts insertable into each wedge-shaped opening defined by the confronting surfaces on the housing and the receptacle to inhibit endwise shifting movements of side bearing assembly relative to the walled enclosure housing relative to the railcar bolster. Preferably, each spacer is configured as a wedge shim.

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Please amend Paragraph [0025] as follows:

[0025] According to still another aspect, there is provided a constant contact low profile side bearing assembly configured for insertion into a walled receptacle provided on a railcar bolster. The side bearing assembly includes a bottomless housing assembly configured to fit within the walled receptacle on the bolster and defining a recess extending through the housing and is open at opposite ends. The housing and walled receptacle define a pair of confronting surfaces arranged on opposed sides of an axis defined by the side bearing assembly. has a relatively flat railcar body engaging surface defining an upper end of the housing, and an elastomeric A spring is configured for insertion within said housing assembly and beneath said railcar body engaging surface for providing said side bearing assembly with a predetermined preload force capability. One end of the spring extends through the housing for direct engagement with the bolster. In one form, a distance ranging between about 2.5 inches and about 4.5 inches is provided between the railcar body engaging surface and a lower edge of the bottomless housing. In a preferred form, an apparatus, operably engagable with the walled receptacle and the bottomless housing assembly, is provided for locating the side bearing assembly relative to the railcar bolster. Inserts are provided for securing the housing of the side bearing assembly within the walled receptacle. At least one insert is positionable between the confronting surfaces on the walled receptacle and the housing on each side of the side bearing assembly. A cap overlies one end of the spring. According to

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this aspect, the cap is mounted for reciprocatory guided movements by and relative to the housing. A generally flat railcar body engaging portion on the cap is positioned relative to the housing and the walled receptacle by the spring.

Please amend Paragraph [0042] as follows:

[0042] In a preferred form, the housing or cage 50 of the side bearing is preferably formed from metal and, as illustrated in FIG. 3, has walls or upstanding wall structure configured to fit within the walled receptacle 26 on the railcar bolster 16. Returning to FIG. 2, the wall structure on bearing housing 50 preferably extends circumferentially about the spring 70 and defines a cavity 52 extending therethrough and open at opposite ends. In the illustrated embodiment, the marginal edge of cavity 52 has a generally rectangular profile. As shown, wall structure of bearing housing 50 has a bottom 51 and includes pair of generally parallel and spaced vertical side walls sides 53 and 54 disposed to opposed lateral sides of the bearing assembly axis 44 and a pair of generally parallel and spaced end walls ends 55 and 56 joined to the sides 53, 54 and disposed to opposed longitudinal sides of the bearing assembly axis 44.

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Please amend Paragraph [0043] as follows:

[0043] In the illustrated embodiment, the lateral distance between the outer surfaces of sides or side walls 53, 54 of bearing housing 50 is slightly less than the lateral distance between inner surfaces of the side walls 33, 34 of the receptacle 26 into which bearing 40 is to be fitted whereby limiting lateral or sideways movements of the bearing 40, especially during railcar use. Because the bearing housing 50 is loosely accommodated within pocket 38, the lower end of the bearing housing 50 sits on the upper bolster surface 28 following insertion of the side bearing assembly 40 into the bolster receptacle 26. Bearing housing 50 is preferably configured such that, with the lower extreme of bearing housing 50 engaging bolster surface 28, upper ends of the walls 53, 54, 55 and 56 terminate below the upper extreme edge of the receptacle 26 on the bolster 16.

Please amend Paragraph [0044] as follows:

[0044] The cap or friction member 60 is also preferably formed from metal. As shown, cap 60 overlies and transmits loads to the spring 70 during operation of the bearing assembly 40. As illustrated in FIGS. 2 and 4, cap 60 has a top plate 61 defining a generally flat surface 62 adapted to frictionally engage and establish metal-to-metal sliding contact with the car body underside 42. In the illustrated embodiment, cap 60 includes walls or wall structure depending from and

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preferably formed integral with the top plate 61. In one form, the depending walls or wall structure on cap 60 cooperates with the upstanding walls or wall structure on housing 50 to guide cap 60 for generally coaxial movements relative to housing 50.

Please amend Paragraph [0052] as follows:

[0052] Side bearing assembly 40 further includes an apparatus, generally indicated in FIGURES 2 and 6 by reference numeral 80. In a preferred form, apparatus 80 is arranged in operable combination with the bearing housing 50 and wall structure of the bolster housing 26 for positively securing and positioning the side bearing assembly 40 relative to the truck bolster 16.

More specifically, and as shown in FIG. 2 and 4, apparatus 80 is operably engagable with the wall structure of the housing or receptacle 26 and the body member or side bearing housing 50 for operably securing the body member or side bearing housing 50 against movement relative to the railcar bolster 16.

Please amend Paragraph [0053] as follows:

[0053] The apparatus 80 for positively securing and positioning the side bearing assembly 40 relative to the bolster 16 can take different forms without detracting or departing from the spirit

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and scope of the present invention. As mentioned, the side bearing assembly 40 is sized to longitudinally fit loosely within pocket 38 defined by the bolster receptacle 26. As shown in FIGS. 2 and 3, and after bearing assembly 40 is accommodated within the receptacle 26, the rigid and upstruck end walls 35 and 36 of the receptacle housing 26 are arranged in confronting and generally parallel but longitudinally spaced relation relative to the end walls 55 and 56, respectively, of the bearing housing 50. That is, an open-top opening or gap 82 is defined between the confronting walls 35, 55 and 36, 56, respectively, of the receptacle 26 and the bearing housing 50. As such, the side bearing assembly 40 is specifically designed to readily fit within pockets 26 of varying sizes on bolster 16, thus, adding great versatility to the invention.

Please amend Paragraph [0054] as follows:

[0054] In the illustrated embodiment, a locking member or spacer 84 is installed and, preferably, snugly inserted into each opening 82 defined between the confronting walls 35, 55 and 36, 56, respectively, of the receptacle 26 and bearing housing 50. Thereafter, each locking member or shim spacer 84 is fastened or secured, as by welding or a suitable mechanical device, preferably to the adjacent end wall of the receptacle 26 to inhibit longitudinal shifting movements of the bearing

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assembly 40 relative to the bolster 16.

Please amend Paragraph [0055] as follows:

[0055] As illustrated, each pair of confronting walls 35, 55 and 36, 56, respectively, disposed to opposed longitudinal sides of the axis 44 are preferably configured to further enhance securement of the bearing assembly 40 relative to the bolster 16. In that form shown in FIG. 6, each pair of confronting walls 35, 55 and 36, 56, respectively, disposed to opposed lateral sides of the axis 44 defined by the bearing assembly 40 defines a surface portion 86 which is inclined with respect to the other surface 88 such that the surfaces 86 and 88 angularly diverge relative to each other and away from the bottom 51 of the housing 50 or the upper surface 28 of the bolster 16 so as to provide the opening 82 with a generally wedge-shape. As will be appreciated, the preferable wedge-shape of the opening 82 enhances reception and retention of the wedge-shaped spacer 84 therewithin. In the embodiment illustrated in FIG. 2, only a lengthwise surface portion of the confronting walls of the walled receptacle 26 and side bearing assembly housing 50 is illustrated as inclined or diverging relation relative to the opposed surface portion as it extends from the bottom 51 of the housing 50 but it should be appreciated the entire length of the respective wall could be slanted or inclined without detracting or departing from the spirit and scope of the

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present invention.

Please amend Paragraph [0062] as follows:

A constant contact side bearing assembly configured for insertion into a walled receptacle provided on an upper surface of a railcar bolster. The constant contact side bearing assembly includes a walled housing defining a cavity extending therethrough and open at opposite ends and a spring having a first end, abuttingly engaging a portion of the upper surface of said railcar bolster, and a second end, axially spaced from the first end. A cap is arranged at the second end and is positioned by and overlies an end of the spring. The cap is mounted for reciprocatory guided movements by and relative to the housing, with a generally flat railcar body engaging portion on the cap being positioned relative to the housing and the walled enclosure by the spring. The side bearing assembly further includes an apparatus for locating and securing the housing of the side bearing assembly within the walled receptacle on the railcar bolster.

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